

February 10, 2022

City Council Discussion

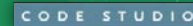
The New Development Code and GVL2040's Priorities



czbLLC



Ingalls Planning & Design



Code Studio

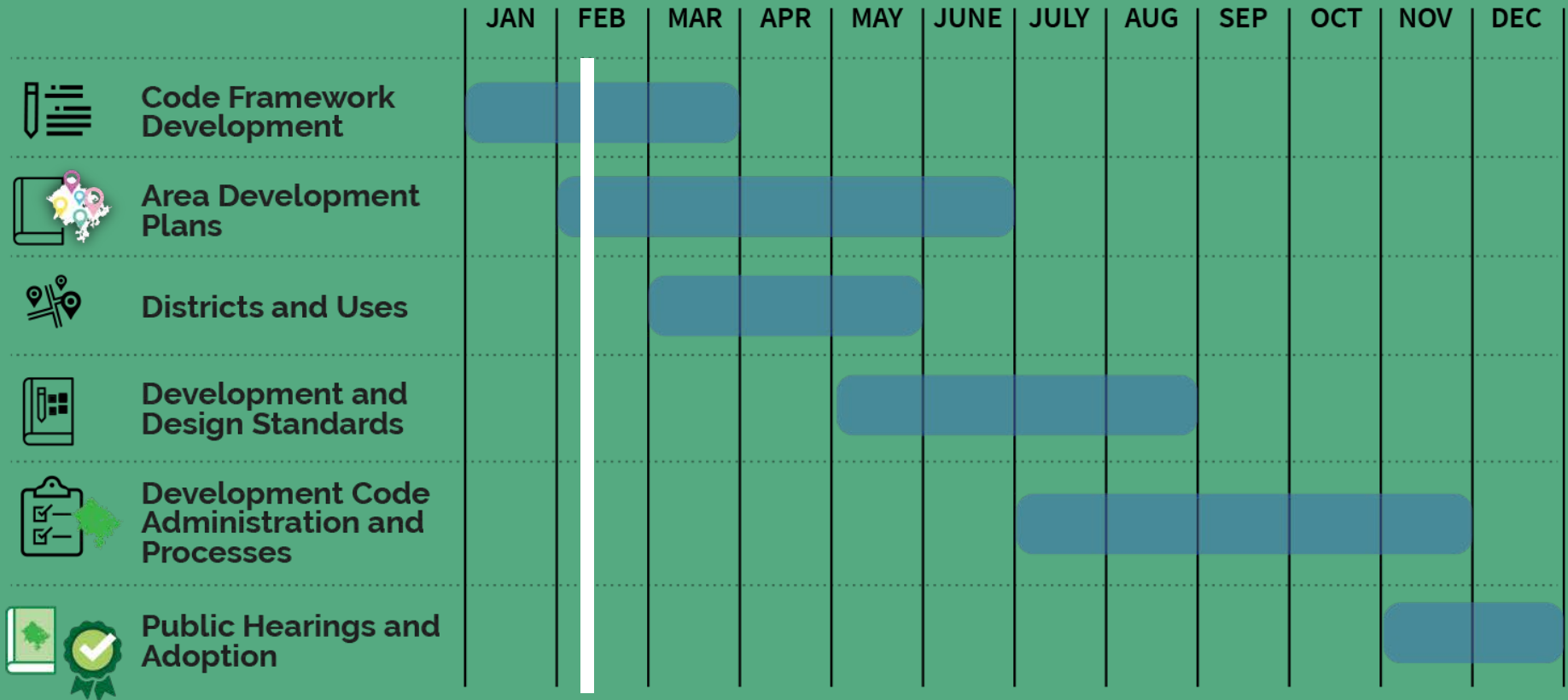


Weston Consulting, Inc.



MRB Group

2022 Project Schedule



What Are We Currently Up to Our Neck In?

Preliminary District Framework

- Ensure district names are easy to understand
- Simplify and combine where possible

Engineering and Stormwater Regulations Updates

- New Best Management Practices are included
- Cross reference EDSM

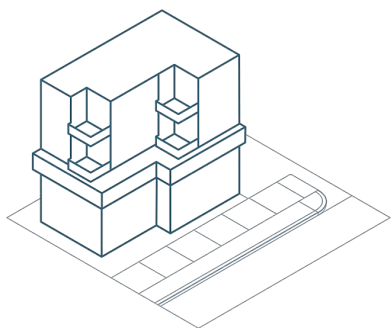
Administrative Process

- Streamline submission – a permit portal
- Flow chart

District Framework – A Sneak Peek

PROPOSED DISTRICT CONVERSION							
EXISTING DISTRICT		STATUS	PROPOSED DISTRICT			COMP PLAN ALIGNMENT	
DISTRICT	NAME		NOTES	DISTRICT	NAME		NOTES
			New	RH-C	Residential House C	Small-lot infill (4000 SF), detached single family and ADUs	Implements some sub-urban residential and urban residential
			New	RH-D	Residential House D	Small-lot infill (2400 SF), attached single family and ADUs	Implements urban residential
			New	RN-A	Residential Neighborhood A	House-scale multiunit up to 4 units, ideally reviewed under IRC with non-commercial stormwater, look at different requirements for corner lots	Implements urban residential and some sub-urban residential in Missing Middle overlay for transition to denser districts
RM-1	Single-family and multifamily residential district		Conversion	RN-B	Residential Neighborhood B	Low-scale multiunit up to 8 units (opt: bonus units for affordability), ideally reviewed under IRC with non-commercial stormwater, look at different requirements for corner lots	Implements urban residential and Missing Middle Overlay for transition to denser districts
RM-1.5	Single-family and multifamily residential district		Conversion				
			New	RN-C	Residential Neighborhood C	Medium-scale multiunit up to 12 units (opt: bonus units for affordability), look at different requirements for corner lots	Implements urban residential and Missing Middle Overlay for transition to denser districts
RM-2	Single-family and multifamily residential district	Some RM-2 would convert to RN-C based on lot size (less than 9,000 SF) and Comp Plan alignment	Conversion	RC-3	Residential Community 3	Community-scale residential districts with limited commercial use on ground floor (coffee, daycare, etc.) with height limits of 3, 5, and 7 stories before bonuses; modify standards to remove du/acre and control by height, bulk, and mass; remove discretionary review in most areas	Implements urban residential, neighborhood mixed-use, and corridor mixed-use
RM-3	Single-family and multifamily residential district	Existing parcels below 9,000 to RN-C and above 9,000 to RC-3, RC-5, or RC-7 based on context, lot size, and Comp Plan alignment	Conversion	RC-5	Residential Community 5		
				RC-7	Residential Community 7		
MIXED-USE							
			New	MX-3	Mixed Use 3	Urban-scale mixed use districts with height limits of 3, 5, and 7 stories before bonuses	Implements neighborhood mixed use, community mixed use, regional mixed use, corridor mixed use, and some urban node mixed use
			New	MX-5	Mixed Use 5		
			New	MX-7	Mixed Use 7		
C-4	Central business district	Discuss how much we want to change at this time, except remane - maybe needs river frontage?	No Change	MX-U	Mixed Use Unlimited	Urban-scale mixed use districts with unlimited height	Implements center city
			New	MXS-3	Mixed Use - Shopfront 3	Similar to MX- except requires shopfront frontage on ground floor (deeper active depth, taller ground story height) and some different uses allowed than MX- districts	Implements urban node mixed use and key intersections in other mixed use districts
			New	MXS-5	Mixed Use - Shopfront 5		
			New	MXS-7	Mixed Use - Shopfront 7		
COMMERCIAL + INDUSTRIAL							
C-1	Neighborhood commercial district	Existing parcels to become MX- and MXS- based on Comp Plan alignment	Remove				
C-2	Local commercial district	Some C-2 would convert to MX- and MXS- based on Comp Plan alignment	Conversion	BL	General Business	Modify standards to incorporate better urban form standards: build-to requirement, parking screening, access standards	Implements lower-density areas of corridor mixed-use and regional mixed-use
C-3	Regional commercial district	Keep for auto-oriented uses with mapping reduced, convert some to MX- and MXS- based on comp plan	Conversion	BH	Heavy Business	Modify standards to incorporate better urban form standards: limited build-to requirement, parking screening, access standards	Implements lower-density areas of corridor mixed-use, community mixed use, and regional mixed-use
		Mostly new mapping, some S-1 becomes IX	New	IX	Industrial - Mixed	Light industrial mixed use for pedestrian-priented uses like maker-spaces, breweries, or distilleries	Implements some corridor mixed use, community mixed use, and regional mixed use
S-1	Service district	Significant remapping required (ex: Verdae and office park/indoor manufacturing near interstate) based on Comp Plan, Verdae Master Plan, and other small area plans	Conversion	IL	Industrial - Light	Modify standards to be more aligned with a typical Light Industrial district/uses, indoor manufacturing, no outdoor storage	Implements some community mixed use, regional mixed use, and campus-institutional
						Modify standards to become more typical Heavy Industrial	Implements some community mixed use, regional mixed use, and

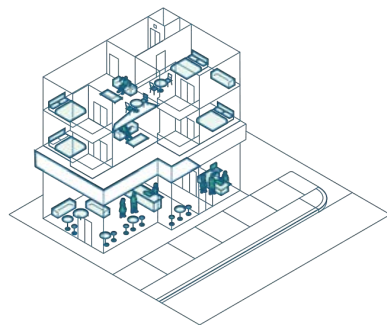
A NEW APPROACH TO DISTRICTS



FORM

Regulates building scale and setbacks

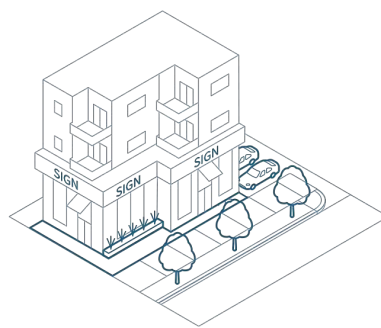
- Lot width and setbacks
- Building height and width
- Floor area
- Upper story bulk controls



USE

Regulates activities on a lot

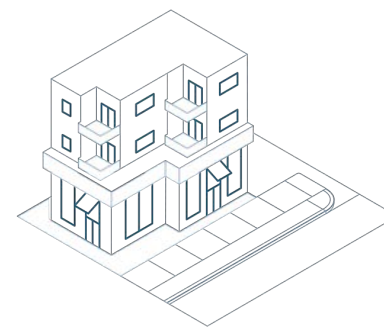
- Eliminate legalese
- Modernize the look and feel
- Design for print and digital formats



SITE

Regulates activities on a lot

- Allowed uses (permissions)
- Use standards
- May limit dwelling units per lot



FRONTAGE

Regulates how a building relates to the 'public realm'

- Build-to zone (front setback)
- Window and door placement
- Potentially includes sidewalks and streetscapes

Five Area Development Study Areas

An In Depth Analysis with the Residents and User Groups to test our initial concepts and thinking

The intent of our work is to codify GVL2040



czb

Greater Sullivan Neighborhood

South Augusta: City's Edge

Stone Ave/North Main & Rutherford/Buncombe District

North Laurens Road Corridor

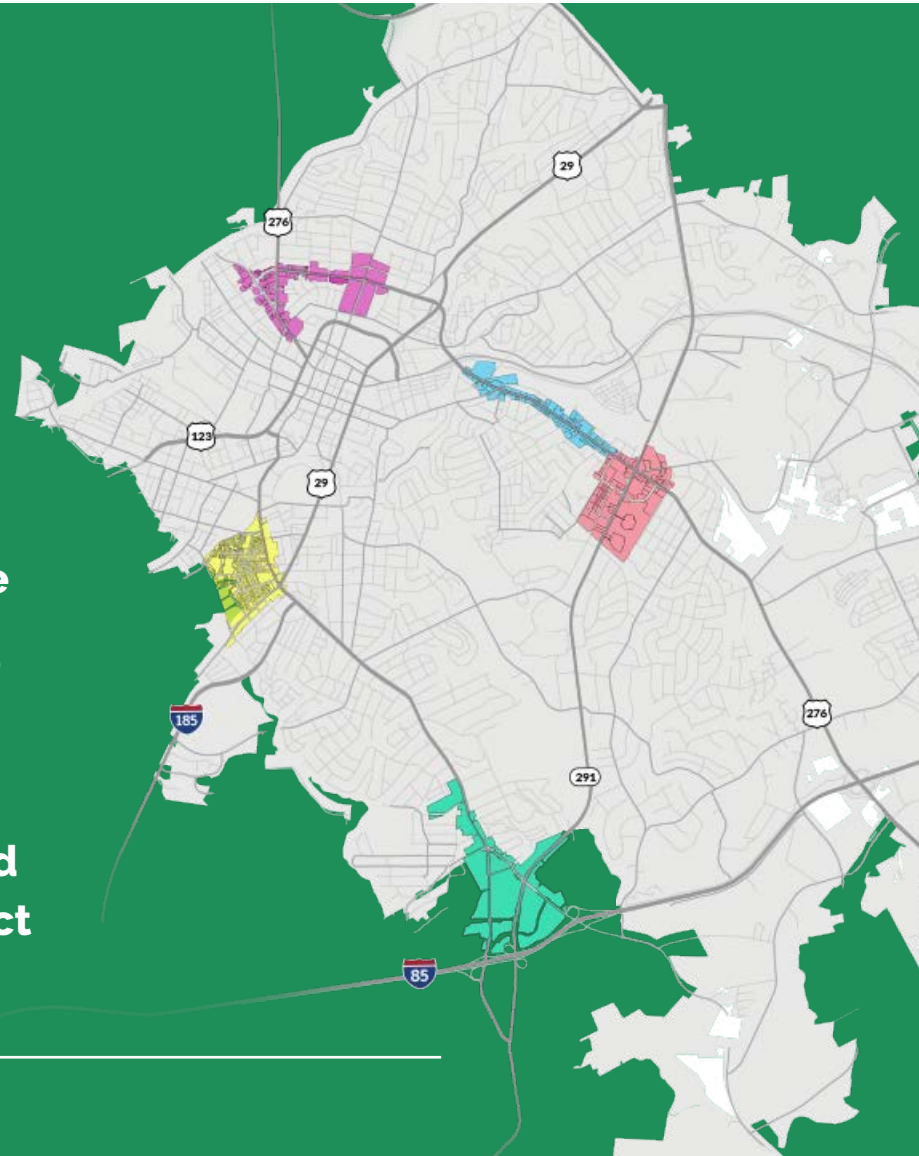
McAlister Square District

City Council Discussion

Concepts We Will Test in Five Area Development Study Areas

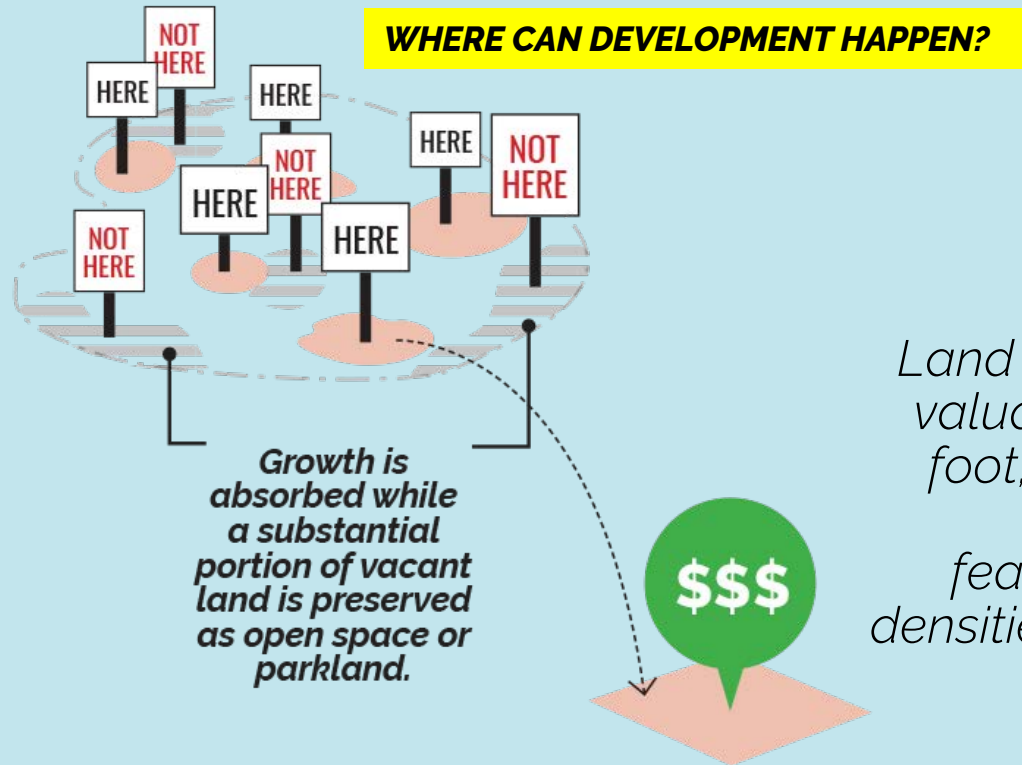
Test the community's support for:

- Additional heights and density that begin to incentivize affordable housing and open space
- A commercial or multi-family project's right to move forward w/o Design Review Board approval
- Changing character and/or what is the desired character for the study neighborhood or district





Land supply is constrained by preserving some vacant land and carefully steering growth to designated nodes and corridors. Land is further constrained by preserving existing densities and heights.



Land becomes more valuable per square foot, making higher densities more feasible and lower densities less feasible.



**OPEN SPACE GOALS
BECOME POSSIBLE**

Preserve as much as **35%** of Greenville's remaining vacant land

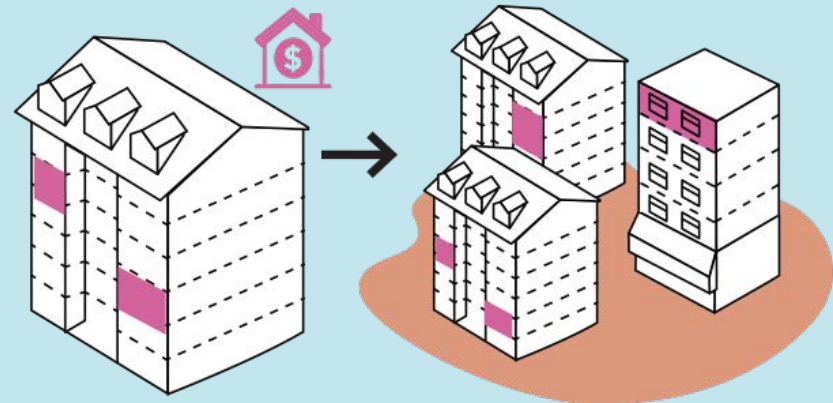


Developers build at higher densities in nodes and along corridors that are suited for this type of growth.

Regulations are set to encourage heights of 4 to 6 stories to achieve optimal revenue per square foot for developers.

*Sufficient revenue is generated to help **cover the cost of affordable housing units** within new node and corridor developments.*

WHAT CAN BE BUILT?



*The nodes and corridors develop over time at an average density of **30 dwelling units per acre**. The density supports economically vibrant nodes with services and retail while generating tax revenues to pay for land preservation and transportation goals.*



**AFFORDABLE HOUSING
GOALS **BECOME POSSIBLE****

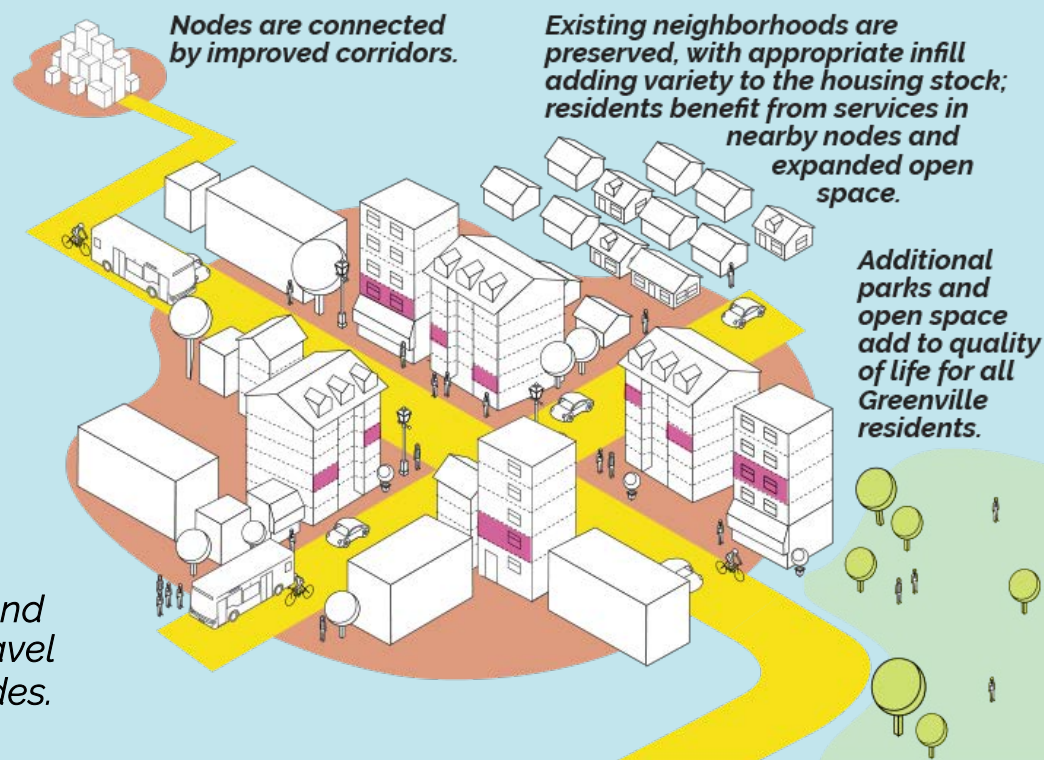
Make at least 10% of all new housing units affordable



A well-integrated system of nodes and corridors allows Greenville to grow in ways that make significant progress on its priorities possible.

Higher densities and mixed uses in nodes and along corridors create concentrations of jobs, services, and other amenities throughout the city. Dependence on cars is reduced, other modes become safer, and improved transit becomes financially realistic.

Walking, biking, and transit become viable and desirable options for travel within and between nodes.



**TRANSPORTATION AND MOBILITY
GOALS BECOME POSSIBLE**

**Make alternative forms of mobility
more accessible and appealing to reduce
reliance on cars**



What is the resulting building fabric with a new Development Code?

- Mostly 3-7 stories at nodes
 - Rare exceptions
- 2-4 stories along corridors
 - Rare exceptions
- Almost all residential growth absorbed at nodes (apartments for renters; condominiums for buyers)
- Existing neighborhood character almost entirely preserved
- Nodes begin to have a look and feel of smaller versions of downtown



City Council Discussion

Tools for Incentives

To encourage development to meet goals of **affordable housing, open space, transportation** while ensuring good urban design



Incentives

Bonus height for:

- Affordable housing
- Improved open space
- Structured parking



Incentives

Reduced vehicle parking for:

- Trail connectivity
- Improved transit facilities
- Improved bike parking facilities

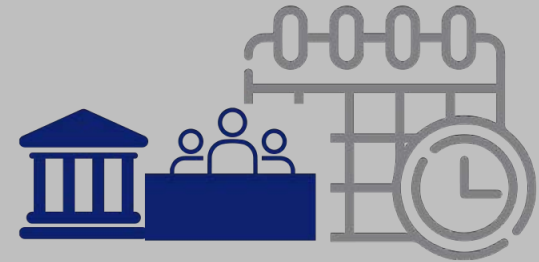


City Council Input and Direction



Questions about the process?
Advice or Guidance?
Other?

We are bumping up against an important thematic issue – how much direction for future development is determined by the **code vs. the various boards and commissions?**

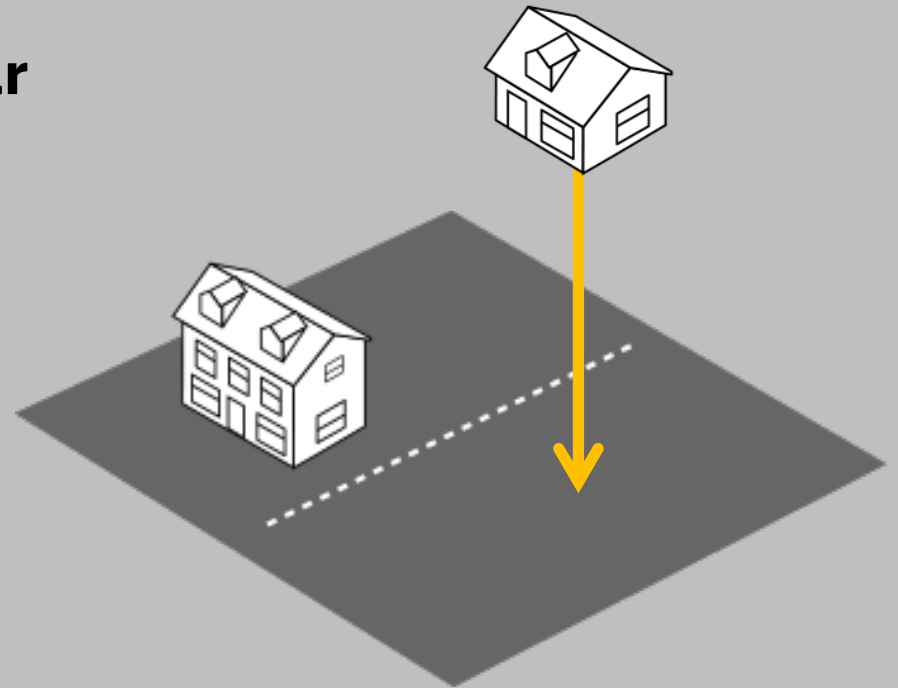


If the desire is a more predictable and defined process, code driven, then Council and Boards have little to no input on design and more review will go to staff, administratively.

We have a hunch that development pressures often change neighborhood character, and not always for the better. What are your thoughts about **splitting larger lots into two lots to allow smaller and more affordable housing in some neighborhoods.**

Any initial thoughts or input?

Recommended direction and approach?



Right now, it feels like Downtown is the lone driver for planning and economic development.



Downtown is the **direct result** of increased attention, financial resources, and the commitment of City Staff hours.

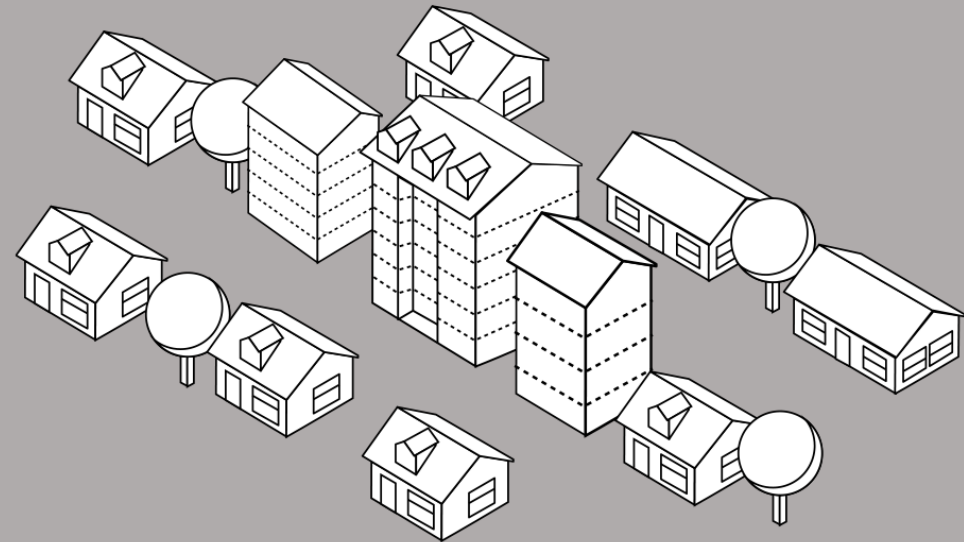


Is the **City willing to make the same commitments** for the proposed **mixed-use centers, or nodes** moving forward?

Scenario #1



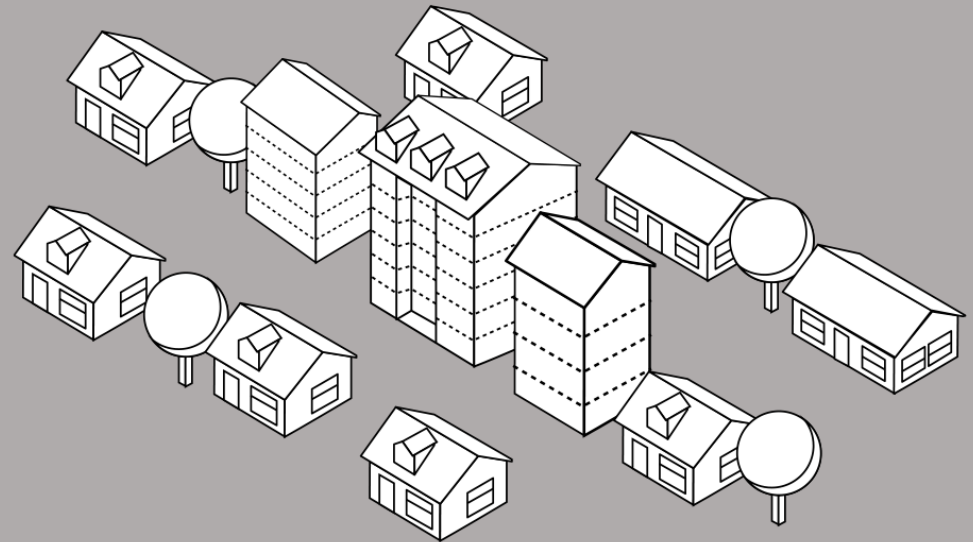
GVL2040 recommends the City direct development into the identified nodes throughout the City and along the main transportation corridors – resulting in **taller buildings and greater densities** to allow for economies of scale that help to incentivize affordable housing development. This approach will also require a financial contribution from the city housing trust fund to make it work.



Scenario #1



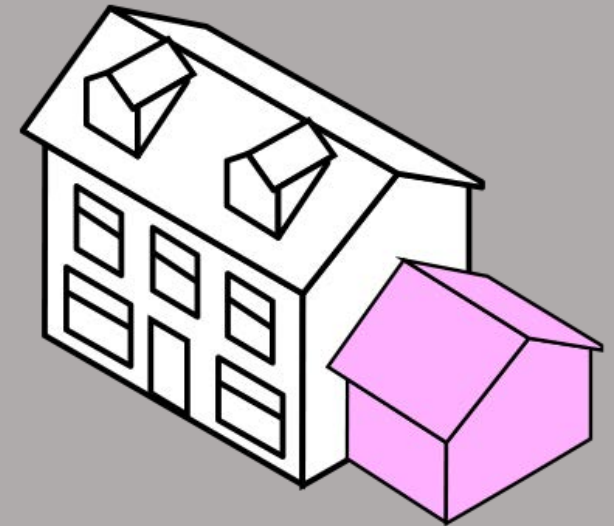
Do you have any input or or concerns regarding four, five, six+ story buildings in these nodes?



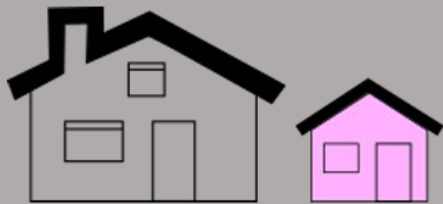
Scenario #2



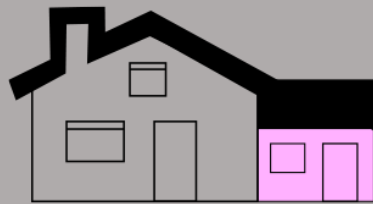
Accessory Dwelling Units (ADUs) are smaller dwelling units that could be located on a single-family lot to provide additional housing opportunities in existing single-family neighborhoods. These could take the form of: small housing units in the rear yard, an addition to the existing house, a rental unit built on the second level of a detached garage, the build-out of basement or attic space for rental space, etc.



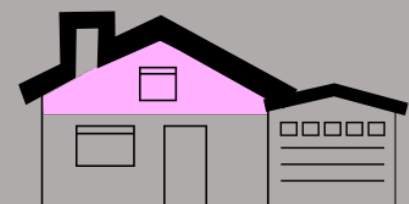
Accessory Dwelling Units



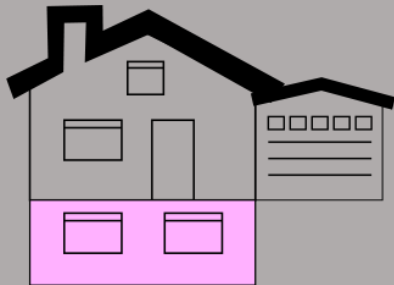
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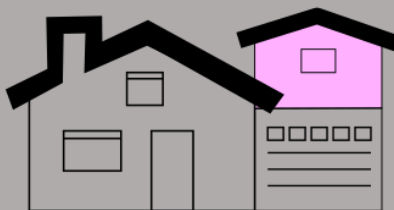
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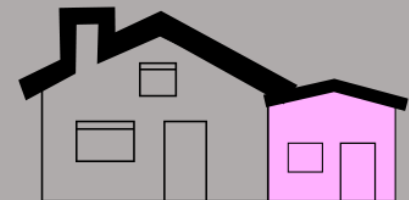
INTERIOR (UPPER LEVEL)



INTERIOR (LOWER LEVEL)



ABOVE GARAGE



GARAGE CONVERSION

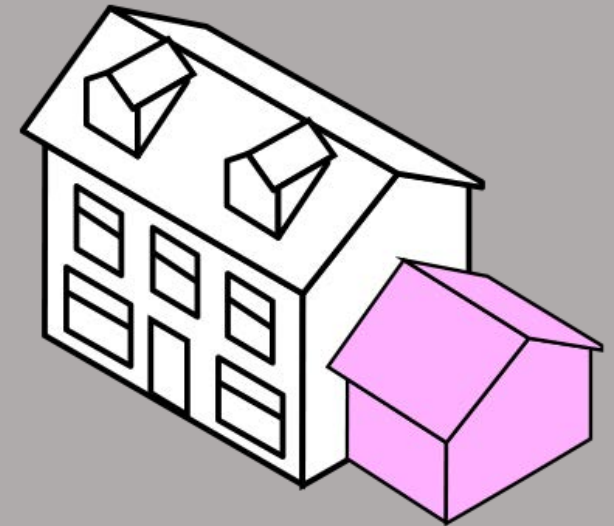
Scenario #2



Accessory Dwelling Units (ADUs) can help to provide much needed affordable housing in Greenville. Historically referred to as 'granny flats,' they can fill the need to provide housing for extended families, young and old residents with fixed incomes, and many service economy employees.

How do you feel about adding ADUs to existing single-family neighborhoods?

Are there any conditions or criteria that you feel are applicable if an ADU appeared in your neighbor's yard (e.g. parking requirements, heights/setbacks, deed-restricted for affordable housing, screening, etc.)?



Scenario #3



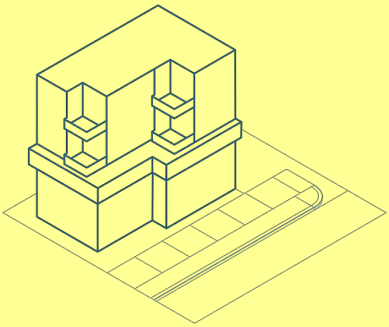
Some cities have considered changing single-family zoning to allow for duplexes, triplexes and in some cases four-plexes in existing single-family neighborhoods.

What are your initial thoughts about allowing different types of residential structures in existing single-family neighborhoods?



**ADDITIONAL DETAILS REGARDING
OUR CURRENT ZONING CONCEPTS IF
TIME PERMITS**

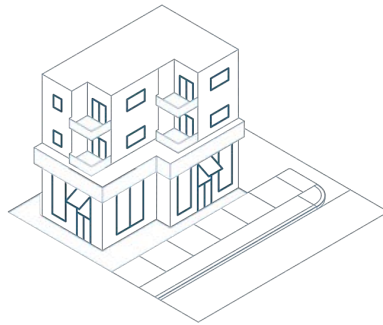
A NEW APPROACH TO DISTRICTS



FORM

Regulates building scale and setbacks

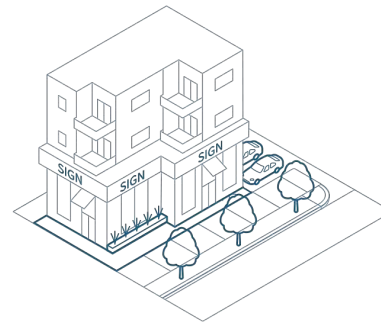
- Lot width and setbacks
- Building height and width
- Floor area
- Upper story bulk controls



FRONTAGE

Regulates how a building relates to the 'public realm'

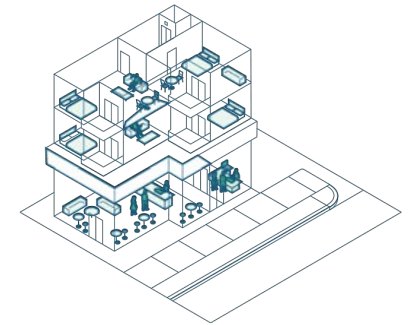
- Build-to zone (front setback)
- Window and door placement
- Potentially includes sidewalks and streetscapes



SITE

Regulates activities on a lot

- Pedestrian and automobile access
- Automobile and bicycle parking
- Signs
- Landscaping and screening

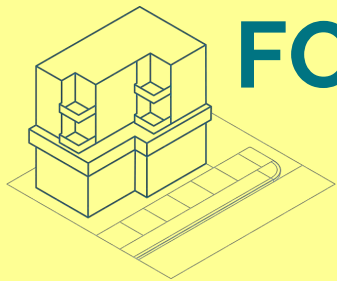


USE

Regulates activities on a lot

- Allowed uses (permissions)
- Use standards
- May limit dwelling units per lot

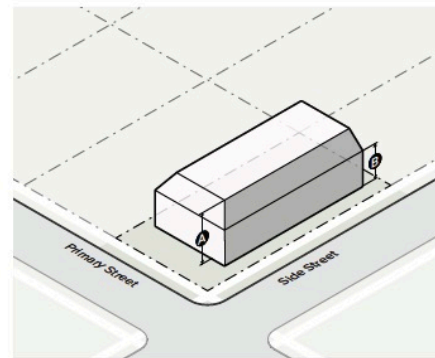
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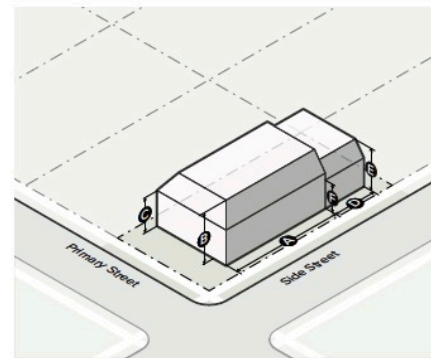
FORM

Massing

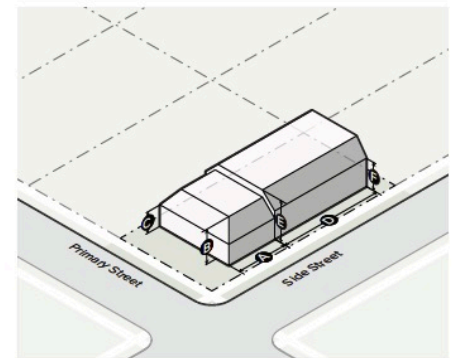
- Height and building width
- Variable massing



VARIABLE MASS

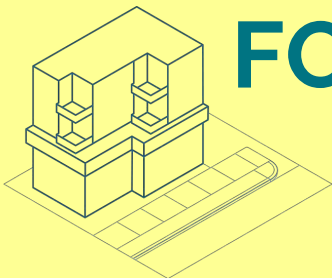


FRONT MASS



REAR MASS

A NEW APPROACH
TO DISTRICTS



FORM

Transitions

Residential Transition - Mixed Use District | Transit-Oriented Development Districts

295-1202. RESIDENTIAL TRANSITION - MIXED USE DISTRICT

1. PURPOSE

- a. The purpose of the RT4X District is to serve as a transition to transit corridors. This district allows up to 4 units on a lot or site, and provides for expanded home occupations and live-work opportunities.
- b. The neighborhoods found in this district were planned and developed, in large part, in the late 1800s and early 1900s. This district also allows traditional corner commercial establishments in existing buildings commonly found in urban neighborhoods.

Transit-Oriented Development Districts | RT4X Residential Transition - Mixed Use

RT4X Residential Transition - Mixed Use

b. Building Placement

Street Setbacks

Front street (min/max)	
Side street (min/max)	

Side and Rear Building Setbacks

Side (min)	
Rear (min)	

Common lot line

Common lot line between abutting attached units	
Rear (min)	
Common lot line	

Alley

Alley	
-------	--

Setback Setbacks

Front street (min)	
Side street (min)	
Side (min)	
Rear (min)	

5A-5-3. Shallow Lot Transition

b. Shallow Lot Height Transition

APPLICABILITY

TL, SC-3 Districts up to 200' in depth

BUFFER

A. Width	10' min
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HEIGHT TRANSITION AREA

Principal Building Setbacks	
Up to and including 3 stories	30' min
Accessory Building Setbacks	
Height limit setback range	10' to 30' min

Illustration for building height transition with setbacks

RT4X Residential Transition - Mixed Use | Transit-Oriented Development Districts

c. Bulk & Mass

d. Activation

Build-to

A. Front street build-to (min)	60%
B. Side street build-to (min)	30%

Building Height

C. Height (min)	40' 0" stories
D. Height in required build-to (min)	30'

Story Height

E. Ground floor elevation (min/max)	2' 0" / 10'
F. Ground story floor to floor (min)	10'

Articulation

Building articulation	See Sec. 295-1202j
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Glazed Area

A. Ground story	
SB height (min)	4' 4'
Window height (min)	4' 4'
Glazed area (min)	30% 30%

B. Upper story

SB height (min)	4' 4'
Window height (min)	4' 4'
Glazed area (min)	35% 35%

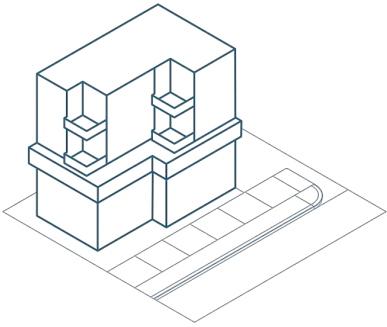
C. Blank wall area (max)

Blank wall area (max)	40' 60'
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Pedestrian Access

D. Street-facing entrance	Required	n/a
E. Street-facing entrance spacing (max)	100'	n/a

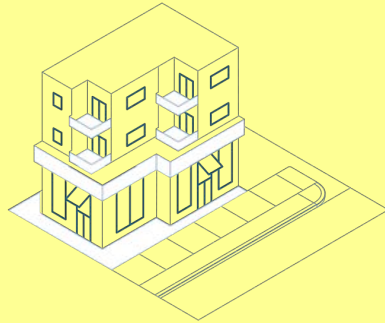
A NEW APPROACH TO DISTRICTS



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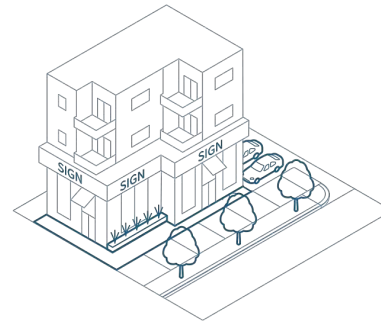
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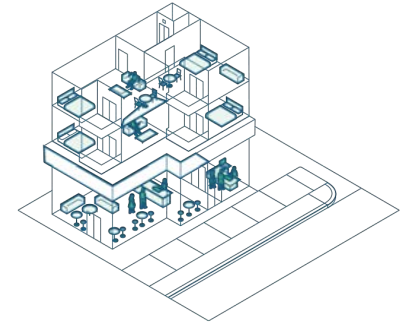
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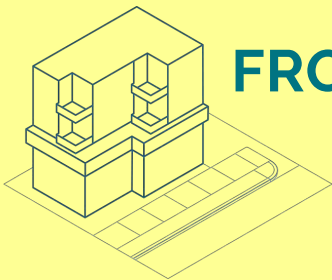


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A NEW APPROACH TO DISTRICTS

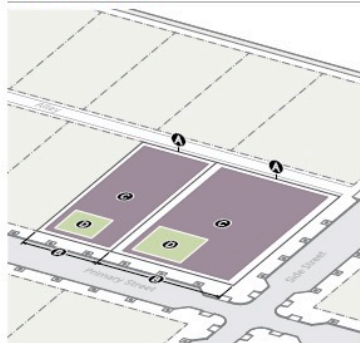


FRONTAGE

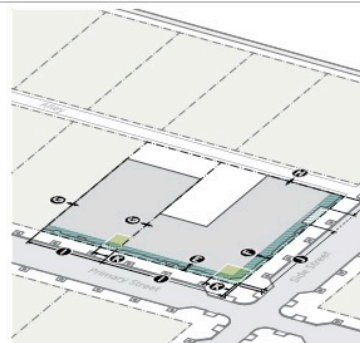
Frontage

- Build-to zone (front setback)
- Window and door placement
- Potentially includes sidewalks and streetscapes

(a) ZONING LOT



(1) Lot Size	\$XX.XX
A Area (min)	0 SF
B Width (min)	
Front vehicular access	35'
Side/rear vehicular access	15'
No vehicular access	15'
Dwelling units per zoning lot (max)	Unlimited
(2) Coverage	\$XX.XX
C Building coverage (max)	80%
D Outdoor amenity space (min)	10%
(3) Walls & Fences	\$XX.XX
Front yard height (max)	Type V 6'
Side street yard height (max)	Type V 6'
Side/rear yard height (max)	Type VII 8'

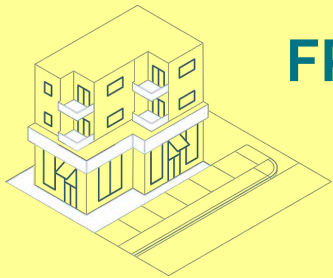


(4) Building Setbacks	\$XX.XX
E Primary street lot line (min/max)	0'/10'
F Side street lot line (min/max)	0'/10'
G Side lot line (min)	0'
H Rear lot line (min)	0'
I Alley lot line (min)	6'
(5) Transition	
Required building setback and height transition	See Sec. 50-4-8
(6) Build-to	\$XX.XX
Street build-out (min % of lot width)	
J Primary street	85%
K Side street	60%
L Pedestrian amenity allowance (min)	
M Primary street	20%
N Side street	0%
(7) Parking Location	\$XX.XX
Parking between building and street	Not allowed



	Primary St.	Side St.
(3) Windows	\$XX.XX	
F Ground story (min)		
Residential use	20%	15%
Commercial use	60%	40%
G Upper story (min)	15%	15%
H Blank wall width (max)	15'	25'
(4) Doors	\$XX.XX	
I Street-facing entry spacing (max)	50'	75'

A NEW APPROACH TO DISTRICTS



FRONTAGE

Regulates how a building relates to the 'public realm'

- Build-to zone (front setback)
- Window and door placement
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(b) Outdoor Amenity Space

An area on a lot designated to be used for active or passive recreation.

(1) Intent

To help provide adequate recreation and open space areas for residents and tenants, and to ensure such spaces are accessible, usable, and safe.

(2) Applicability

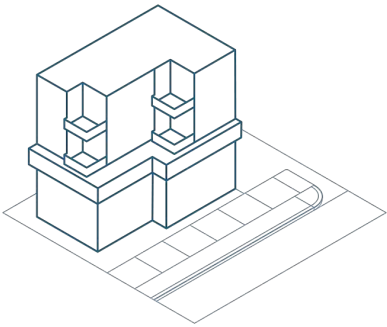
- a. The outdoor amenity space requirements apply to all zoning lots.
- b. Where the calculation of outdoor amenity space requires less than 400 square feet, no outdoor amenity space is required.

(3) Standards

- a. The cumulative area of outdoor amenity space provided on a zoning lot cannot be less than required by the zoning district.
- b. Required outdoor amenity space must meet the design standards in *Sec. 50-2-41(c), Outdoor Amenity Space Design Standards*.



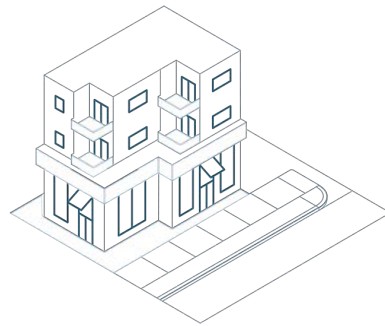
A NEW APPROACH TO DISTRICTS



FORM

Regulates building scale and setbacks

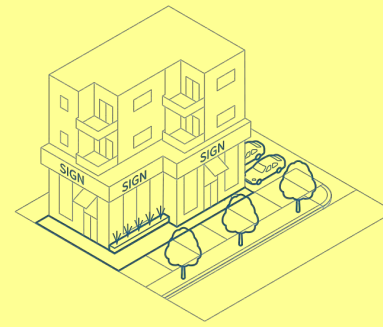
- Lot width and setbacks
- Building height and width
- Floor area
- Upper story bulk controls



FRONTAGE

Regulates how a building relates to the 'public realm'

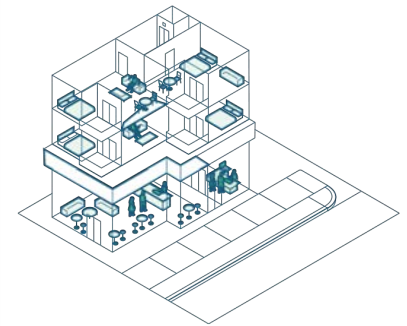
- Build-to zone (front setback)
- Window and door placement
- Potentially includes sidewalks and streetscapes



SITE

Regulates activities on a lot

- Pedestrian and automobile access
- Automobile and bicycle parking
- Signs
- Landscaping and screening

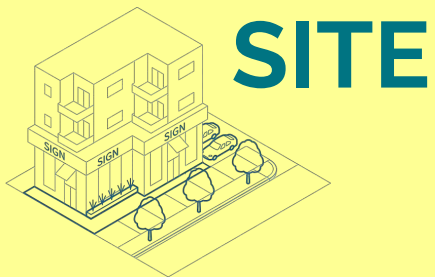


USE

Regulates activities on a lot

- Allowed uses (permissions)
- Use standards
- May limit dwelling units per lot

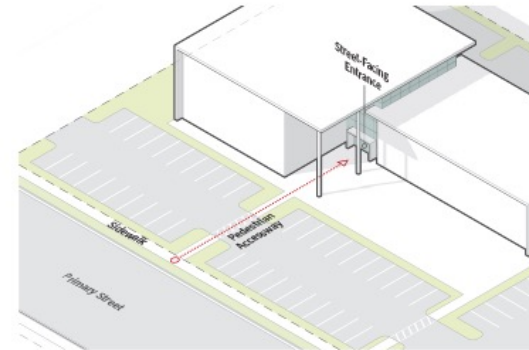
A NEW APPROACH TO DISTRICTS



Site and Development Standards

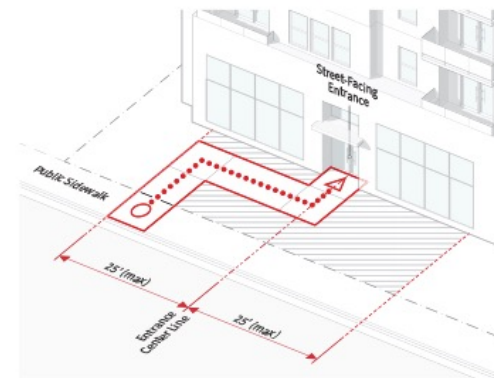
- Pedestrian and automobile access

2. Pedestrian accessways must be at least 4 feet wide.
3. Finished ground or floor surfaces must be stable, firm and slip resistant in accordance with ADA floor and ground surface standards.
4. Pedestrian accessways must be physically separated from and uninterrupted by motor vehicle use areas except where required to cross a drive-aisle. Drive-aisle crossings must be the shortest practical.

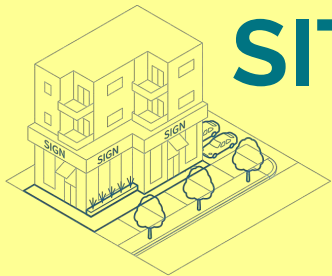


e. Direct Pedestrian Accessway Standards

1. A direct pedestrian accessway must comply with all pedestrian accessway standards (see Sec. 5-4-3(c)(2)(d)) in addition to the standards below.
2. The connection to the public sidewalk must be within 25 feet of the center of the street-facing entrance, measured parallel to the applicable lot line.



A NEW APPROACH TO DISTRICTS



SITE

Site and Development Standards

- Automobile and bike parking requirements

[FORM - FROM TABLE - STANDARDS] [USE - DENSITY]
- Automobile Parking -

TABLE 1 - REQUIRED AUTOMOBILE PARKING					
	A	B	C	D	E
OPEN SPACE & RECREATION					
Indoor Recreation, Commercial	--	2.5/1,000 SF	5/1,000 SF	7.5/1,000 SF	10/1,000 SF
Nature Reserve	--	--	--	--	--
Open Space, Public	--	--	--	--	--
Outdoor Recreation, Commercial	--	--	--	--	--
Recreation, Public	--	--	--	--	--
Sports Arena and Stadium, Major, excluding all non assembly area	--	10/1,000 SF	15/1,000 SF	20/1,000 SF	25/1,000 SF
TRANSPORTATION USES					
All	--	--	--	--	--
GENERAL COMMERCIAL					
Animal Sales and Services:					
Kennel	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Veterinary Care	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Commissary Kitchen	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Eating and Drinking:					
Bar	--	2.5/1,000 SF	5/1,000 SF	7.5/1,000 SF	10/1,000 SF
Counter Service	--	1/1,000 SF	2/1,000 SF	3/1,000 SF	4/1,000 SF
Restaurant	--	1/1,000 SF	3/1,000 SF	4/1,000 SF	5/1,000 SF
Entertainment Venue, excluding all non assembly area	--	10/1,000 SF	15/1,000 SF	20/1,000 SF	25/1,000 SF
Financial Services	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Instructional Services	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Lodging:					
First 30 rooms	--	0.5/lodging unit	0.5/lodging unit	1/lodging unit	1/lodging unit
Next 30 rooms	--	0.25/lodging unit	0.25/lodging unit	0.5/lodging unit	0.5/lodging unit
Remaining rooms	--	--	--	0.25/lodging unit	0.25/lodging unit
Medical Clinic	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Office	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Personal Services	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Postmortem Services	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Retail Sales:					
Sales floor area	--	1/1,000 SF	2/1,000 SF	3/1,000 SF	4/1,000 SF
Showroom area	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Sexually Oriented Business	--	1/1,000 SF	3/1,000 SF	4/1,000 SF	4/1,000 SF

"--" = no parking required, "du" = dwelling unit, "SF" = square feet, "ac" = acre.

[FORM - FROM TABLE - STANDARDS] [USE - DENSITY]
- Automobile Parking -

TABLE 1 - REQUIRED AUTOMOBILE PARKING					
	A	B	C	D	E
HEAVY COMMERCIAL USES					
Motor Vehicle Services, except as listed below:	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Car Wash	--	--	--	--	--
Motor Vehicle Sales and Rental	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Storage, Indoor	--	0.5/1,000 SF (1st 10,000 SF) + 0.1/1,000 SF after	1/1,000 SF (1st 10,000 SF) + 0.1/1,000 SF after	1.5/1,000 SF (1st 10,000 SF) + 0.2/1,000 SF after	2/1,000 SF (1st 10,000 SF) + 0.2/1,000 SF after
Storage, Outdoor:					
0-1 acre of outdoor storage area	--	2	3	5	6
>1-2 acres of outdoor storage area	--	1/ac	1.5/ac	2.5/ac	3.5/ac
>2 acres of outdoor storage area	--	0.25/ac	0.5/ac	0.75/ac	1/ac
LIGHT INDUSTRIAL USES					
All Light Industrial	--	0.5/1,000 SF (1st 10,000 SF) + 0.1/1,000 SF after	1/1,000 SF (1st 10,000 SF) + 0.1/1,000 SF after	1.5/1,000 SF (1st 10,000 SF) + 0.2/1,000 SF after	2/1,000 SF (1st 10,000 SF) + 0.2/1,000 SF after
HEAVY INDUSTRIAL USES					
All Heavy Industrial, except as listed below	--	0.5/1,000 SF (1st 10,000 SF) + 0.1/1,000 SF after	1/1,000 SF (1st 10,000 SF) + 0.1/1,000 SF after	1.5/1,000 SF (1st 10,000 SF) + 0.2/1,000 SF after	2/1,000 SF (1st 10,000 SF) + 0.2/1,000 SF after
Salvage Yard:					
0-1 acre of outdoor storage area	--	2	3	5	6
>1-2 acres of outdoor storage area	--	1/ac	1.5/ac	2.5/ac	3.5/ac
>2 acres of outdoor storage area	--	0.25/ac	0.5/ac	0.75/ac	1/ac
AGRICULTURAL USES					
All Agriculture	--	--	--	--	--

"--" = no parking required, "du" = dwelling unit, "SF" = square feet, "ac" = acre.

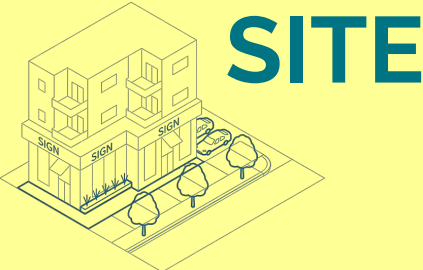
D. Measurement

1. Parking Stalls Per 1,000 Square Feet

When determining parking stall requirements specified as a ratio having a denominator of "1,000 SF" the method for determining the total number of required parking stalls shall be executed as follows:

- Divide the total floor area of the subject use by 1,000. For determining floor area of the specified use, see 4C.1.D.2. (Square Feet).

A NEW APPROACH TO DISTRICTS



Site and Development Standards

- Signs

[FORM - PREVIOUS - STANDARDS [USE - DENSITY]]
- Sign -

2. High-Rise Sign

DEFINITION
A sign located at least 100 feet above grade attached to the wall of a building.

GENERAL STANDARDS

- The plane of the sign face of a high rise sign shall be approximately parallel to the face of the wall.
- A high rise sign shall not extend above the top of the building, except where there is a window, the high rise sign may extend above the top of the building by a maximum of 3 feet.

[FORM - PREVIOUS - STANDARDS [USE - DENSITY]]
- Sign -

6. Pedestrian Sign

DEFINITION
A small sign attached perpendicular to the building facade that hangs from a bracket or support.

GENERAL STANDARDS

- A hanging bracket shall be an integral part of the sign.
- Pedestrian signs shall be located below the sill of the 2nd story on a multi-story building below the top of the exterior wall on a single building.
- Pedestrian signs shall be located within 5 feet horizontally of a ground story tenant entrance.
- Pedestrian signs shall be located at least 1 foot from any other pedestrian sign or projecting sign.
- Pedestrian signs shall be attached to a building to withstand the loads as required by L 21.6.232.
- Pedestrian signs shall comply with Sec. 21.6.232 (Projection Over the Public Right-Of-Way).

[FORM - PREVIOUS - STANDARDS [USE - DENSITY]]
- Sign -

14. Yard Sign

DEFINITION
A small sign placed in a yard or other amenity space.

GENERAL STANDARDS
Yard signs shall not have mechanical or moving parts and no electricity or other source of illumination or power may be attached or made a part of the sign.

SIGN TYPE PERMISSIONS

SIGN TYPE PERMISSIONS	OS, A, & RD Use Districts	All other Use Districts
• Sign type allowed	•	•
○ Sign type not allowed	○	○

DIMENSIONAL STANDARDS

Combined sign area for all Yard Signs (max)	n/a
A Area of individual Yard Sign (max)	20 SF
B Area of individual Yard Sign (max)	12 SF
C Height (max)	6'

4-130 | City of Los Angeles Zoning Code

5. Monument Sign

DEFINITION
A freestanding sign which is wholly independent of a building for support, erected directly upon the original grade or finished grade, or that is related no more than 12 inches from the grade to the bottom of the sign.

GENERAL STANDARDS

- A monument sign shall be set back at least 7.5 feet from a side lot line.
- A monument sign shall be located at least 15 feet from any other monument sign, projecting sign or pole sign in any direction.
- A monument sign shall be located so as not to present a physical visibility obstruction that could interfere with or present a hazard to pedestrian or vehicular traffic.
- A monument sign shall not project over a public right-of-way.

SIGN TYPE PERMISSIONS

SIGN TYPE PERMISSIONS	OS, A, & RD Use Districts	All other Use Districts
• Sign type allowed	•	•
○ Sign type not allowed	○	○

DIMENSIONAL STANDARDS

Combined sign area for all Monument Signs (max)	OS, A, & RD Use Districts	All other Use Districts
A Area of individual Monument Sign (max)	1.5 SF per foot of street frontage	1.5 SF per foot of building frontage
B Area of individual Monument Sign (max)	9 SF per sign face	9 SF per sign face
C Area of individual Monument Sign (max)	75 SF per sign face	32 SF per sign face
D Number of Monument Signs allowed (max)	OS, A, & RD Use Districts: 1	All other Use Districts: 1
E Height (max)	All other Use Districts: n/a	A & RD Use Districts: 8'
F Depth (max)	All other Use Districts: 8'	All other Use Districts: 2'

4-154 | City of Los Angeles Zoning Code

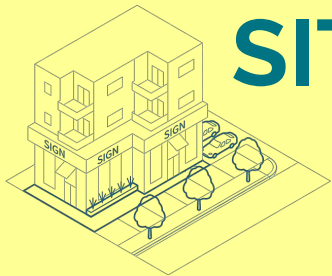
SIGN TYPE PERMISSIONS

SIGN TYPE PERMISSIONS	OS, A, & RD Use Districts	All other Use Districts
• Sign type allowed	•	•
○ Sign type not allowed	○	○

DIMENSIONAL STANDARDS

Combined sign area for all Monument Signs (max)	OS, A, & RD Use Districts	All other Use Districts
A Area of individual Monument Sign (max)	1.5 SF per foot of street frontage	1.5 SF per foot of building frontage
B Area of individual Monument Sign (max)	9 SF per sign face	9 SF per sign face
C Area of individual Monument Sign (max)	75 SF per sign face	32 SF per sign face
D Number of Monument Signs allowed (max)	OS, A, & RD Use Districts: 1	All other Use Districts: 1
E Height (max)	All other Use Districts: n/a	A & RD Use Districts: 8'
F Depth (max)	All other Use Districts: 8'	All other Use Districts: 2'

A NEW APPROACH TO DISTRICTS



SITE

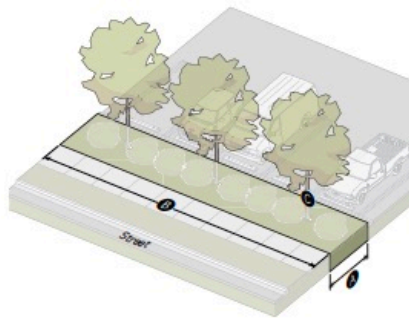
Site and Development Standards

- Buffers/landscaping and screening

3. Street Lot Line Screening Types

Type A1

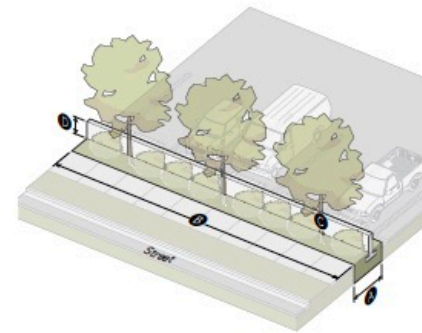
Landscape buffer intended for parking lot and parking structure perimeters (including drive aisles, maneuvering areas and fire lanes) that face a street lot line.



SCREENING AREA	
Ⓐ Depth (min)	10'
Ⓑ % of perimeter screened (min)	80%
Required plant type	Screening plants
Ⓒ Large trees (min per 50')	3
WALLS & FENCES	
Height (min)	n/a
Height (max)	6'
Opacity	n/a

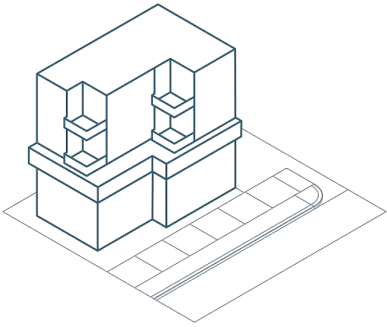
Type A2

Landscape buffer with a low wall or fence intended for parking lot and parking structure perimeters (including drive aisles, maneuvering areas and fire lanes) that face a street lot line.



SCREENING AREA	
Ⓐ Depth (min)	7'
Ⓑ % of perimeter screened (min)	80%
Required plant type	Screening plants
Ⓒ Large trees (min per 50')	3
WALLS & FENCES	
Ⓓ Height (min)	3.5'
Height (max)	6'
Opacity	
Below 3.5' (min)	90%
3.5' and above (max)	50%
Ⓔ Setback from lot line (min)	4'

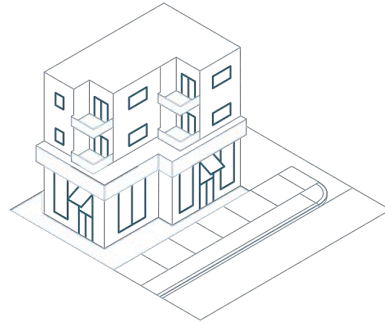
A NEW APPROACH TO DISTRICTS



FORM

Regulates building scale and setbacks

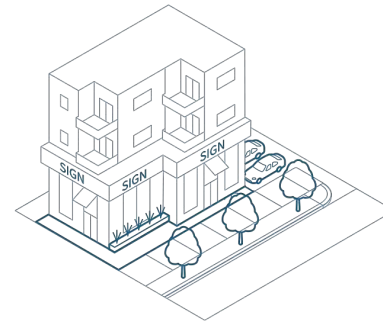
- Lot width and setbacks
- Building height and width
- Floor area
- Upper story bulk controls



FRONTAGE

Regulates how a building relates to the 'public realm'

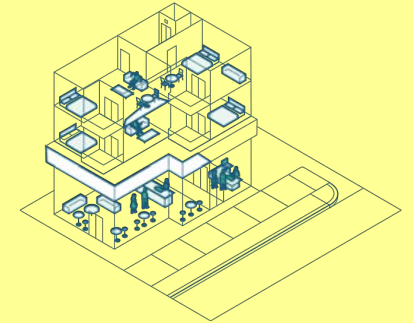
- Build-to zone (front setback)
- Window and door placement
- Potentially includes sidewalks and streetscapes



SITE

Regulates activities on a lot

- Pedestrian and automobile access
- Automobile and bicycle parking
- Signs
- Landscaping and screening



USE

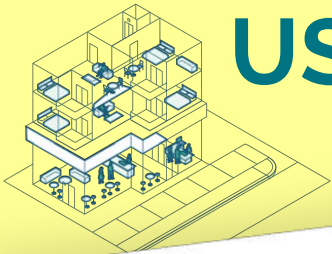
Regulates activities on a lot

- Allowed uses (permissions)
- Use standards
- May limit dwelling units per lot

A NEW APPROACH TO DISTRICTS

Use Table and Use Standards

USE



Use Table | Principal Use Table

D. Principal Use Table

PRINCIPAL USES USE CATEGORY Use Group Use	OS	RE-WIS	RE-OS, RE-T	RE-OS, RE-T, S	RE-OS, RE-T, S, H	RE-OS, RE-T, S, H, N	RE-OS, RE-T, S, H, N, U	RE-OS, RE-T, S, H, N, U, C	RE-OS, RE-T, S, H, N, U, C, E	CH	SE
RESIDENTIAL USES											
General household living (detached, semi-detached, townhouse, multi-unit, manufactured home dwelling)	P	P	P	P	P	P	P	P	P	P	P
Cluster development	P	P	P	P	P	P	P	P	P	P	P
Manufactured housing park	P	P	P	P	P	P	P	P	P	P	P
Group living	P	P	P	P	P	P	P	P	P	P	P
Assisted living	P	P	P	P	P	P	P	P	P	P	P
Retirement homes	P	P	P	P	P	P	P	P	P	P	P
Residential social service center	P	P	P	P	P	P	P	P	P	P	P
Running house, 4 or fewer persons	P	P	P	P	P	P	P	P	P	P	P
Running house, 7 to 12 persons	P	P	P	P	P	P	P	P	P	P	P
PUBLIC AND INSTITUTIONAL USES											
City	P	P	P	P	P	P	P	P	P	P	P
General civic	P	P	P	P	P	P	P	P	P	P	P
College, university, post-secondary school	P	P	P	P	P	P	P	P	P	P	P
Public library	P	P	P	P	P	P	P	P	P	P	P
Place of worship	P	P	P	P	P	P	P	P	P	P	P
School, elementary/secondary	P	P	P	P	P	P	P	P	P	P	P
Public Open Space	P	P	P	P	P	P	P	P	P	P	P
General public/open space	P	P	P	P	P	P	P	P	P	P	P
Cemetery	P	P	P	P	P	P	P	P	P	P	P
Courthouse	P	P	P	P	P	P	P	P	P	P	P
End-of-school education or recreation	P	P	P	P	P	P	P	P	P	P	P
Golf course	P	P	P	P	P	P	P	P	P	P	P
Recreational facility, public	P	P	P	P	P	P	P	P	P	P	P
Recreational facility, private	P	P	P	P	P	P	P	P	P	P	P
Recreational facility, youth	P	P	P	P	P	P	P	P	P	P	P

Legend: P = Permitted, SE = Special Exception (Board of Zoning Appeals), CU = Conditional Use (Planning Board), - = Not

Use Table | Principal Use Table

E. Accessory Use Table

ACCESSORY USES Use	OS	RE-WIS	RE-OS, RE-T	RE-OS, RE-T, S	RE-OS, RE-T, S, H	RE-OS, RE-T, S, H, N	RE-OS, RE-T, S, H, N, U	RE-OS, RE-T, S, H, N, U, C	RE-OS, RE-T, S, H, N, U, C, E	CH	SE
ACCESSORY TO RESIDENTIAL USE											
Accessory dwelling unit (ADU)	P	P	P	P	P	P	P	P	P	P	P
Chapel, garage	P	P	P	P	P	P	P	P	P	P	P
Home occupation	P	P	P	P	P	P	P	P	P	P	P
Homebased pet	P	P	P	P	P	P	P	P	P	P	P
Storage of boats	P	P	P	P	P	P	P	P	P	P	P
Storage of private or public	P	P	P	P	P	P	P	P	P	P	P
Outdoor storage of recreational equipment and vehicles	P	P	P	P	P	P	P	P	P	P	P
Use in conjunction with other premises occupation	P	P	P	P	P	P	P	P	P	P	P
ACCESSORY TO COMMERCIAL USE											
Drive-through facility	P	P	P	P	P	P	P	P	P	P	P
Outdoor display and sales accessory to retail use	P	P	P	P	P	P	P	P	P	P	P
ACCESSORY TO INDUSTRIAL USE											
Retail sales accessory to a principal manufacturing or wholesale use	P	P	P	P	P	P	P	P	P	P	P
ACCESSORY TO AGRICULTURE											
Personnel or stock, pick-up/drop-off	P	P	P	P	P	P	P	P	P	P	P
Residence for seasonal agricultural employees	P	P	P	P	P	P	P	P	P	P	P
ACCESSORY TO ALL USES											
Child day care facility	P	P	P	P	P	P	P	P	P	P	P
Duck or pig	P	P	P	P	P	P	P	P	P	P	P
Dwelling unit for resident caregiver or security personnel	P	P	P	P	P	P	P	P	P	P	P
Hotel	P	P	P	P	P	P	P	P	P	P	P
Outdoor athletic facilities including swimming pools, tennis, racquetball and tennis courts	P	P	P	P	P	P	P	P	P	P	P
Outdoor storage of materials and inventory for commercial and industrial uses	P	P	P	P	P	P	P	P	P	P	P
Parking lot, surface	P	P	P	P	P	P	P	P	P	P	P
Parking structure	P	P	P	P	P	P	P	P	P	P	P

Legend: P = Permitted, SE = Special Exception (Board of Zoning Appeals), CU = Conditional Use (Planning Board), - = Not